

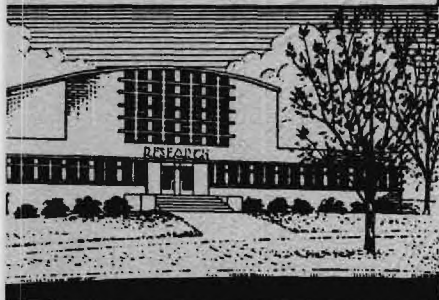
An Evaluation of the Transportation Facilities of Valdosta, Georgia

Prepared for the
Valdosta and Lowndes County
Chamber of Commerce
Valdosta, Georgia

by
Melvin H. Greenhut
and
J. R. Peterson



Engineering Experiment Station
Georgia Institute of Technology
Atlanta, Georgia



AN EVALUATION OF THE TRANSPORTATION
FACILITIES OF VALDOSTA, GEORGIA

Prepared for the
Valdosta and Lowndes County
Chamber of Commerce
Valdosta, Georgia

by
Melvin L. Greenhut
and
J. R. Peterson

Industrial Development Branch
Engineering Experiment Station
Georgia Institute of Technology
May, 1959

Foreword

This report is the first of two and perhaps three concerned with Valdosta's potentials in the fields of transportation, finance and warehousing. It follows earlier reports on the economic assets and liabilities of the area and on some of the specific industries which are well suited to location in Valdosta.

While it should be of special interest to those firms particularly concerned with transportation costs and scheduling, the report is also intended to be used in conjunction with the industry reports to provide special information on Valdosta's excellent transportation facilities. It is hoped that both uses will produce worthwhile results.

Like so many of the Branch's reports, this one is the product of joint effort on the part of individuals with various special abilities. It differs from the others principally in that this is the first for which a Research Associate, Dr. Melvin L. Greenhut, assumed major responsibility.

Kenneth C. Wagner, Head
Industrial Development Branch

SUMMARY

Valdosta is in a unique position in the distribution and transportation of three different types of products:

1. products with a southeastern market, a large percentage of which is in Florida;
2. products sold to the paper industry; and
3. products sold to the mobile home industry.

Its position is rendered unique by a combination of factors:

1. three competing railroads and 10 truck lines resulting in:
 - a. competitive rates,
 - b. reduced line hauls;
2. a location north of the "arbitrariness" line in Florida without being so far north as to require an extra line haul to southern points;
3. a location far enough south so that regular shipments of truckloads can reach Miami overnight;
4. a location on the new federal limited access interstate highway;
5. carriers that can serve direct points and can interchange generally with carriers on a one- and two-line haul basis;
6. a community large enough to supply all basic services, but small enough so that there is no terminal congestion.

Three competing railroads with seven tracks radiating from the city permit rail shipments to all points of the compass, tend to reduce rates, and reduce the average number of line hauls required for product distribution by allowing the shipper to choose the railroad that best serves his destination.

Having more than one railroad in a city creates competition among the haulers. Although there is a common belief that the Interstate Commerce Commission sets the rates, this is true only to a limited extent and then mainly from the standpoint of its being an approving or disapproving agency. Railroads do compete with each other and with other forms of transportation. Therefore, a city with more than one railroad or with other modes of transportation available may well have lower rates than a city where no or little competition exists. Valdosta not only has three railroads, but 10 truck lines operate within the city; five of them have terminals. Naturally, where such competition exists, service and rates will be competitive.

Reduction in the number of line hauls for shipment has two advantages:

1. Reduction in switching costs,
2. reduction in shipping time.

Switching costs represent additional cost above the mileage cost for distances under 500 miles. Each additional line haul increases freight charges. Valdosta is fortunate in that a company can select a routing for its raw materials so as to minimize freight charges.

Switching costs are less important in trucking. Nevertheless, switching is a factor in cost and it is also a factor in time delay. As already noted, Valdosta's big advantage in trucking is that its carriers can serve direct points and generally interchange with connecting carriers on a one- and two-line haul basis.

Rates on freight into Florida rise rapidly in a series of steps as the material moves into the peninsula. These additional freight costs are called "arbitraries." This sharp rise is caused by the likelihood that the carrier will return a like distance without a load. A Florida plant trying to supply the Southeast, therefore, must often ship raw materials at high rates down into the peninsula and then ship the fabricated product back out again. A Valdosta plant, north of the arbitraries line, would have a considerable freight advantage. Raw materials would not have to be shipped into the peninsula at high freight rates, assembled or modified, and then shipped north again with the result that high freight costs would be further increased.

The particular advantage pointed out above depends on Valdosta's being far enough north. But Valdosta also is far enough south so that arrangements can be made for regular shipment of full truckloads as far as Miami overnight.^{1/}

Good as the trucking transportation is now, it will improve considerably in the future. Valdosta will be on the new four-lane federal limited access highway paralleling U. S. Highway No. 41. This new interstate road will considerably improve the transportation service south, north and west. Conceivably, it could even improve truckload rates.

Finally, with regard to Valdosta's motor-truck position compared to rival cities in North Florida and South Georgia, the following is quoted from a response to an inquiry:

^{1/} This service requires arrangements with the truck lines for regular shipments of full truck loads. Irregular shipments require two days.

Valdosta has special advantages over Florida cities because we have carriers that can serve direct points and interchange with connecting carriers on a one- and two-line haul basis. Some larger cities do not have over one carrier that can serve direct points and can interchange with all carriers.

Generally Valdosta has an excellent distribution system, certainly the best in the area--especially when the lack of congestion is considered. If for some particular commodity a freight rate disadvantage exists, in all probability the carrier involved will publish an exception or arrange in some other way for an adjustment, once the inequity is known.

The attitudes of the transportation officials strongly suggest that they are anxious to cooperate in any way to further the development of Valdosta.

Valdosta is the city best situated to serve Florida markets without sacrificing the ability to serve the balance of the Southeast.

Table of Contents

	<u>Page</u>
Foreword	i
Summary	ii
General Description	1
The Freight Arbitraries Line	1
Geography and Distribution Facilities	2
Rail Facilities	5
Schedule Time and Line Haul	5
Facilities	7
Rates	7
Motor-Truck Transport Facilities	12
Schedule Time and Line Haul	12
Facilities	13
Rates	13
Motor Freight	14
Railway Express	15
Major Highways	15
Additional Transport Facilities	16
Commercial Airlines	16
Hangar and Other Facilities	16
Bus Lines	16

GENERAL DESCRIPTION

Geographically, Valdosta has a central position just north of the Florida peninsula. Because of a number of factors, discussed in some detail below, Valdosta's position makes it an excellent point to break bulk and redistribute, or to gather raw materials, manufacture, and distribute.

Valdosta really has only one rival in this immediate area--Jacksonville--and Jacksonville's advantages are limited. It is a port and therefore where water rates apply Jacksonville's freight rates will be cheaper than Valdosta's. However, water rates apply only on items that can be shipped from port to port. Shipments from inland points will not be affected. Jacksonville also has some freight advantages to and from points east of Pittsburgh. But west of Pittsburgh the advantage is Valdosta's. For several of the largest midwestern cities, Jacksonville does have up to one day less in delivery time by rail, but most if not all of this advantage will be lost in the much more complex terminal losses in the bigger city.

Therefore, for a huge territory from Pittsburgh west, Valdosta is the natural bulk breaking point and manufacturing point for several different types of products. It is not one single advantage that makes Valdosta outstanding. It is a combination of advantages deriving from geography and the size of the city itself. The city is large enough to offer considerable diversity in facilities and services, but not so large that there is any terminal congestion likely in the foreseeable future.

The Freight Arbitraries Line

Geography has placed Valdosta just north of the arbitraries line which runs east and west across the northern part of the Florida peninsula. (See Map 1.) Rates south of the arbitraries line average 15 per cent higher per ton mile than they do north of the line. Therefore, a factory south of the line can suffer roughly a 30 per cent freight penalty as raw materials are shipped into the peninsula, fabricated and shipped out again. Consequently, a company whose main market is in Florida but whose market area covers the balance of the Southeast as well would do well to put a branch plant at Valdosta so that only the products to be sold in the Florida peninsula would bear the high freight rates.

Geography and Distribution Facilities

There are several reasons for choosing Valdosta as the specific distribution point, its position north of the arbitraries line is only one of them. Although Valdosta is far enough north to be outside of the arbitraries territory, it is not so far north as to require an extra line haul to and from points in Florida. On the other hand, it is far enough south so that truckloads may be shipped to Miami overnight. This overnight service requires special handling; therefore, the shipments must be regular and they must be full truckloads. But with regular shipments to the same destination the Valdosta carriers can arrange to ship almost anywhere within a 500-mile radius overnight. Finally, being north of the peninsula, Valdosta can ship directly east and west as well. (See Map 1.)

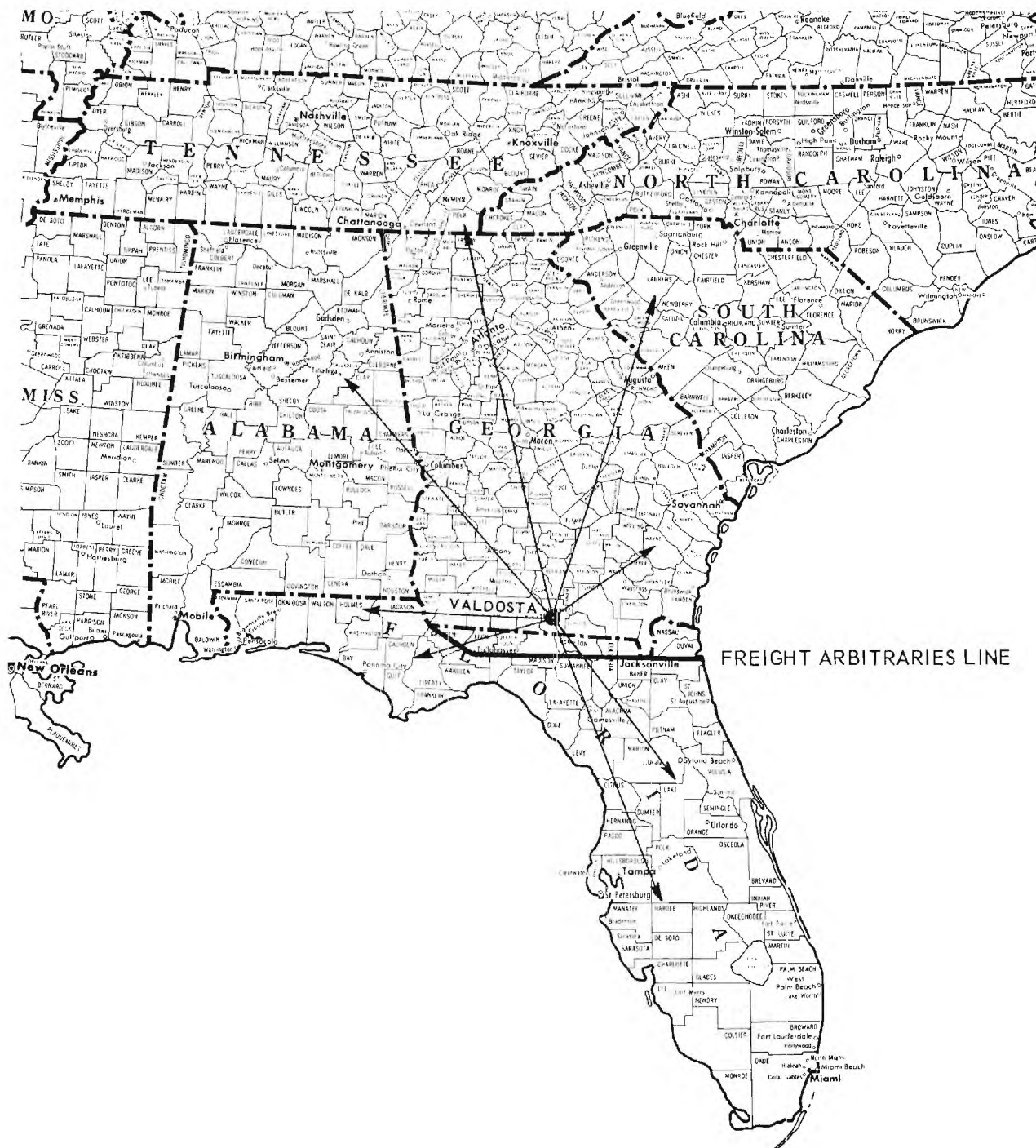
Valdosta's three railroads and 10 truck lines assure competitive rates as well as competitive service. Both the rail and truck facilities are treated more fully in separate sections below. The truck facilities will be enhanced when the new four-lane federal limited access highway is completed. This new highway will provide Valdosta with fast north-south limited access highway service, and will undoubtedly funnel most of the Midwest-to-Florida traffic via Valdosta. This traffic will include trucking and require additional terminal space at Valdosta. Without a doubt, much of the truck traffic now following highways 19 and 441 will use the new highway 75.

In any case, Valdosta is already fortunate in having more than one motor carrier that can serve direct points and interchange with all carriers on a one- and two-line haul basis.

Generally, Valdosta offers excellent transportation facilities to the Florida peninsula and the North and West. The services are almost ideal for a wide fan-shaped area represented by straight lines drawn through Valdosta and Memphis and through Valdosta and Cincinnati. There are very good services for an even wider wedge represented by lines passing through New Orleans and Pittsburgh. (See Map 2.)

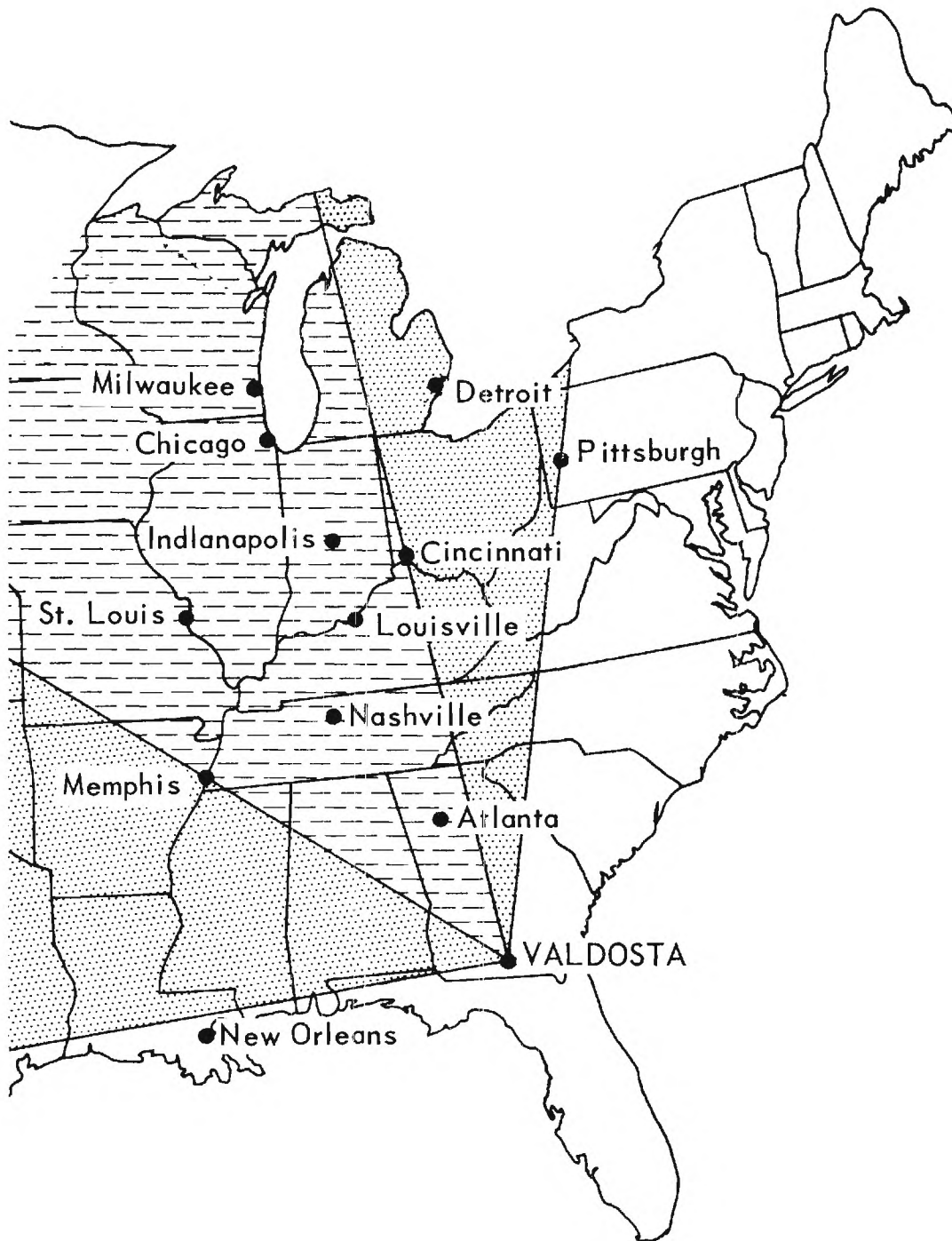
The rail facilities are exceptionally good, especially to the Ohio area. As soon as the new limited access highway is complete, the trucking facilities will be as good as can be found anywhere.

MAP 1
VALDOSTA'S DISTRIBUTION POSITION AND THE FREIGHT ARBITRARIES LINE



MAP 2

MAP SHOWING AREA FOR WHICH VALDOSTA HAS FREIGHT ADVANTAGE AS BULK BREAKING POINT (DOTTED). DASHED AREA CAN BE SERVED MOST DIRECTLY.



RAIL FACILITIES

Three major railroads operate out of Valdosta: the Atlantic Coast Line Railroad, the Southern Railway System, and the Georgia and Florida Railroad Company. (See Map 3.)

The Atlantic Coast Line Railroad operates daily six freight trains in and out of Valdosta. Its Richmond, Virginia, gateway serves all eastern cities. Midwestern and western points are served through the Atlanta and Birmingham gateways. Immediate terminal points from Valdosta are Birmingham and Waycross, Georgia. There are three trains daily from Valdosta to each of these terminals.

Valdosta is situated on the main line of the Georgia, Southern & Florida Railway Division of the Southern Railway System. Five through freights operate in and out of the city daily. Atlanta is the principal gateway to the north for direct connections to other Southern Railway divisions for service to such points as Washington, Birmingham, New Orleans, Memphis, Louisville, St. Louis and Cincinnati. Direct connections are made through carriers beyond these points. Jacksonville is the principal gateway to the south. Here connections are made with the Florida East Coast, Seaboard Air Line and Atlantic Coast Line railroads for all Florida points.

Other through freight service via Valdosta includes:

- One local per day--Valdosta to Jacksonville, Florida
- One local per day--Valdosta to Palatka, Florida
- One local per day--Valdosta to Macon, Georgia

As a division point Valdosta is afforded excellent stop-off and transit advantages.

The Georgia and Florida Railroad gives direct service to Greenwood, South Carolina, with several interchange points en route.

Schedule Time and Line Haul

Shipments by rail connecting Valdosta with New York, Chicago, and central Florida and points more distant tend to involve two lines, or even three, as for example, on shipments to Los Angeles. Points generally closer, such as St. Louis, New Orleans, Birmingham, Cincinnati, and Atlanta, can be destination or origin points with only one line haul involved.

Delivery times vary slightly among the carriers. Broadly, New York is 3 1/2 days from Valdosta, Chicago slightly less, St. Louis 2 1/2 days, New Orleans slightly less. Birmingham and Cincinnati are still closer by way of rail

MAP 3
RAILROAD MAP SHOWING TERRITORIES SERVED FROM VALDOSTA WITH ONE LINE HAUL.



time, being generally not much more than a day and a half from Valdosta. Central Florida, though involving a second line haul for the Southern Railway System, is within one day's time of Valdosta, while Atlanta is closer still. At the other extreme, one system takes seven days to reach Los Angeles, another takes up to 11 days.

Facilities

By reason of the number of lines serving Valdosta, it is believed by top railroad officials that Valdosta has facilities superior to many other cities in the general area of comparable size. The belief prevails that Valdosta is in a favorable position compared even to the larger cities, for example, Savannah and Jacksonville.

Customary services are readily provided in Valdosta, such as direct access to terminals and lines under reciprocal switching arrangements, with seven-day switching services extended. One line notes its willingness to provide advisory service to wholesalers, producers, and shippers in general. These advisory services stem from men who are experts in forests, livestock, and agriculture. Rate men and a geologist are also available.

All kinds of freight cars are available for use in the area, both in type and length. On the other hand, piggy back service is not extended.

Rates

To conjecture about specific rates is a thankless and frustrating task. We might note, however, certain beliefs that prevail among the railroad men in Valdosta and others in main offices elsewhere.

1. The General and Comparative Picture. It is said that Jacksonville is transportation-wise in a more favorable position on shipments from the northeast, especially since water transport means low water rates and corresponding low rail rates. With respect to Brunswick, Savannah, and other port cities there is also some freight rate disadvantage for Valdosta; and certain inland ports, such as Bainbridge, can also offer low freight rate possibilities.

In the broad sense, Valdosta is believed to have some slight advantage over Jacksonville on traffic from the North and West, due, of course, to the 110-mile distance advantage it would possess. By the same token, shipments moving from Valdosta to the North and West would be nearer to major markets than Jacksonville and hence have some slight advantage in rates.

According to one respondent:

Since the class rates and commodity rates related to the class rates are based strictly upon distance and compose the bulk of the freight rates, Valdosta would have an advantage over Jacksonville where the distance from the point of origin to Valdosta or from Valdosta to the point of destination is less than the corresponding distances to and from Jacksonville, Florida. The distances between Jacksonville and points along the eastern seaboard generally are somewhat less than the distances between eastern seaboard points and Valdosta, but when proceeding west as far as Pittsburgh, there is substantial equality in distances as between Jacksonville and Valdosta. West of Pittsburgh the advantage in distances is generally in favor of Valdosta. Therefore, it can be stated that to and from the greater part of the nation Valdosta enjoys an advantage over Jacksonville in freight rates. (See Map 2.) There are, of course, some exceptions due to the existence of water competition at Jacksonville and a consequent need in some instances for water-competitive rates to or from Jacksonville which are lower than rates to or from interior points such as Valdosta. It is difficult to supply more concrete information for the reason that freight rates are made to fit the needs of industry and constitute, of course, only one of the factors that enter into the selection of a site for an industry.

All lines offer 48 hours in-transit and, according to one top rail official, those transit privileges published for other points which do not apply on shipments transited at Valdosta could be amended to include Valdosta as a transit point if the need for such privileges ever arises. Likewise, it was stated by another rail official that "any commodity rates now in effect from Valdosta are for the benefit of firms now located here and having regular movements of their products to some particular destination." One gains the strong belief that the rail officials concerned with this area are willing--in fact, anxious--to cooperate with industry in hopes of further industrilizing the territory so as to ensure as much haulage to the north and west of Valdosta as is being moved through the city and this general area to the south. Possibly this is why the railroad officials believe so strongly in the potential of Valdosta as a manufacturing center in South Georgia.

2. Specific Rate Possibilities. The following specific examples may be considered:

(A) Let us take a commodity which uniformly moves on Uniform Freight Classification rating and comes under a special class rate adjustment privilege, for example, Docket 28300. The rating in this case would be the same regardless of the origin of the commodity, for the class rates are determined

under a uniform scale regardless of origin and are based on short line distances.^{1/} This means that each origin and destination is given the benefit of its geographical location. Under this type adjustment, there could be no charge of "unfavorable" rate application; in fact, the adjustment was prescribed by the Interstate Commerce Commission with the view of placing all shippers and receivers on a properly related basis.

It follows under Docket 28300 that if the commodity originated in Miami the rates in cents per hundred pounds would vary, with Jacksonville having the lowest rate, Valdosta slightly higher and Atlanta still higher. On the other hand, if the commodity originated at Chattanooga, Tennessee, the reverse would be true with Atlanta having the lowest rate.

What has been said with respect to commodities moving under UFC ratings would also be true for commodities moving under exceptions to UFC and on commodity rates. Significantly, there are many commodities falling under these categories.

(B) The picture changes somewhat for adjustments other than Docket 28300. One situation would be where rates are determined by exceptions to Southern Classification in connection with the Docket 13494 adjustment. While the Docket 13494 adjustment was primarily based on distance, an exception was made in the case of rates from the eastern seaboard to South Atlantic and Gulf ports where rates were depressed because of the element of water competition. As a result of this consideration, it is possible for the rate from New York to Jacksonville to be noticeably lower than the rate to Valdosta, even though the short line distance to Jacksonville is only 20 miles less than to Valdosta. However, the situation at Valdosta would be no different than that found at other interior points when compared with Jacksonville. Like situations would exist between other port cities versus interior southern points.

(C) The third type of important adjustment deals with specific commodities which are shipped to or from Jacksonville and which have specific commodity rates. These rates enable connecting rail lines to meet existing competitive conditions without like treatment in the rates to Valdosta, provided that there has not been movement of these commodities to or from Valdosta, and provided further that the same competitive conditions which exist at Jacksonville are not found to exist at Valdosta. By the same token, it may be that commodity

^{1/} Class rates under Docket 28300 are not affected by the arbitraries. However, commodity rates are.

rates have been established to or from Valdosta to meet competitive conditions without like treatment of the rates to or from Jacksonville.

It is possible that many comparisons with different results could be found in rates to or from Valdosta versus Atlanta, Montgomery, etc. Only specific industry studies would uncover differences due to this kind of adjustment. Significantly, with respect to this kind of rate differences, we might record the following statement from a railroad official.

I would say that with the prospective location of any new industry on our line at Valdosta or any other point in that vicinity, we would promptly review their rate status with the view of placing them on a basis competitive with other competing operations. A good example of what I have in mind is the location of the paper mill at Clyattville-Eskay, just out of Valdosta. Prior to the location of this mill, it is possible that rates on certain of the inbound commodities to Valdosta area were not on a basis actually related to the applicable rates to Jacksonville-Brunswick-Savannah, at which points paper mills were located. This was due primarily to the lack of a need for rates to the Valdosta area. However, with the establishment of the Valdosta mill, the necessary revisions were proposed and to my knowledge we have had no complaints from that mill about their rates being out of line with Jacksonville, Brunswick, etc.

(D) The fourth type of adjustment involves those cases where specific lines of merchandise are brought into a general area such as Montgomery-Atlanta-Valdosta-Jacksonville at a blanket or single rate. Off hand, one would note that each destination tends to receive the benefit of its geographical location, with possible modification resulting from the competitive conditions that relate to a given commodity at each destination. Generally, however, these conditions would not result in a blanket rate. An exception to this statement could be found in connection with certain commodity rates from Pacific Coast origins where the initial or base rate was set at the Atlantic port cities and influenced by water competition through the Panama Canal with the port cities' rate being observed as the maximum for all interior points in southern territory. In such case we would have a blanket rate to all of the destinations mentioned above; however, this would be an exception rather than the rule.

3. Special Commodity Rates. On the specific commodity level, one official notes that at this time steel is being carried to the South on his line at special low rates. Another official in the same company, but located in a different office and city, suggests on his own the belief that Valdosta is

favorably located with respect to steel fabricating industries. Certainly a vast central Florida market lies directly to the south.

On northern shipments, forest products, vegetables, and melons are being moved under advantageous rates. In related manner, the potential of Valdosta with respect to furniture and glass manufacture is stressed by the railroad people. Finally, it should be noted that items such as phosphate rock and gasoline tend to receive advantageous rates when shipped on a single line to Valdosta.

MOTOR-TRUCK TRANSPORT FACILITIES

Several highways, U.S. 41, North-South; U.S. 221, North-South, U.S. 84, East-West; and State Routes 125 and 94 pass through Valdosta. Generally, these roads are in poor condition. As pointed out in another report,^{1/} they must be improved if the city is to realize its full potential. A new four lane federal limited access highway is in process, while a through-route from Jacksonville to Birmingham is in plan. Local road conditions, though annoying to any trucker, do not, however, determine with vital effect the amount of motor-truck carriage taking place in the area. Indeed, the large number of carriers in Valdosta indicates alone the extent to which this form of transport is being utilized. Ten truck lines serve the city; five of them have terminals.

Commodities Shipped by Truck

A representative list of commodities moved by truck in Valdosta includes heavy items such as household appliances and air conditioning equipment and lighter packages such as drugs and paper products.

A Representative Commodity List Shipped by Motor Truck

Cigars, Cigarettes	Drugs
Plumbing Supplies	Canned Goods (food stuff)
Air Conditioning Equipment	Automotive Parts, Tires and Equipment
Soap and Soap Products	Dry Goods
Electrical Supplies	Household Appliances
Office Supplies	Tile, Flooring
Hardware	Paper Products, Printing, Bags, Cups, Boxes

Schedule Time and Line Haul

Rather quick service is extended on motor-truck shipments to and from Valdosta, with truckload freight moving generally on a one day shorter schedule than less-than-truckload freight. Atlanta, Birmingham and Macon are thus one day's distance from Valdosta. Orlando and Charlotte require two days in movement. Miami and New Orleans are three days away.^{2/} Shipments requiring

^{1/} "An Evaluation of the Economic Assets and Liabilities of the Valdosta Area," Georgia Tech Engineering Experiment Station, May, 1958.

^{2/} These times in transit are for less than truckload shipments. Except for Charlotte and possibly New Orleans, truckload shipments can reach all these cities overnight by making special arrangements beforehand.

more than three days in transit generally involve more than one-line haul to or from Valdosta and each requires connection with another line. Similarly, New York involves a two-line haul and is at a five day distance from Valdosta.

Facilities

Exactly as is the case with rail transport, the motor-truck transportation facilities are considered by men in the business to be as good or better in Valdosta than in most comparable cities in this area. Even with respect to the larger communities, such as Savannah and Jacksonville, a favorable comparison is said to prevail, even though one respondent does stress the greater number of lines in larger cities and in his words the "more direct points" in routing that shippers are offered.

Services such as pick up and delivery, trailer interchange, refrigerated transports, and overnight delivery are provided by the many carriers in the area. Neither packaging service nor containers are provided, however.

Rates

The rate picture in truck transport is generally comparable to that in railroad shipment. As such, extended discussion is not required. The few general words offered here should suffice.

One notable difference in motor-truck rate making is the lesser influence of fixed costs, which makes rates for short distances considerably lower than in railroad traffic. To a considerable degree, however, the motor-truck freight pattern has followed that of railroad rates. Thus we find that the ratings in the National Motor Freight Classification are generally the same as the railroad ratings. Less than truckload ratings correspond with less than carload ratings of the railroads, and for carload shipments as well.

Motor carriers tend to have the same general rates as the railroads and tend to follow a similar rating system. Classification "exceptions" and commodity rates are therefore found in motor-truck transport, although a larger portion of its freight moves on class rates.^{1/} Accordingly, this inflexibility would be expected to hamper the gaining of special rates in Valdosta, though individual carriers tend to match the exception and commodity rates established by the railroads in their area.

^{1/} It is estimated that 28 per cent moves on exception and 28 per cent moves on commodity rates.

It is important to note that motor carriers have had to resort to rate stops, which means that lower rated goods were given the same rate as higher rated goods. This modification of the practice of charging different rates for the variously rated goods reflects the fact that motor carriers cannot compete with the railroads for low-grade traffic, particularly on the longer hauls. They tend, therefore, to be carriers of high-class freight, which condition is well indicated by the high average revenue per ton mile they gain compared to the railroads, as shown below.

Average Revenues Per Ton-Mile^{1/}
Railroads and Motor Carriers

<u>Year</u>	<u>Average Revenue Per Ton-Mile</u>	
	<u>Railroad (cents)</u>	<u>Class I Motor Carrier (cents)</u>
1940	0.96	3.99
1941	0.94	3.77
1942	0.94	3.81
1943	0.94	3.82
1944	0.96	4.07

We might conclude by citing the words of a respondent who, in comparing Valdosta's motor-truck position with that of rival communities in north Florida and south Georgia, held that:

Valdosta has special advantages over Florida cities because we have carriers that can serve direct points and interchange with connecting carriers on a one- and two-line haul basis. Some larger cities do not have over one carrier that can serve direct points and can interchange with all carriers.

Motor Freight

Five trucking concerns of national prominence maintain terminal facilities within the city and regular routes to any point in the United States through connecting lines. These are Central Truck Lines, Inc.; Georgia Highway Express; Great Southern Trucking Company; Harper Motor Lines and Hamburger Motor Express.

^{1/} D. P. Locklin, "The Economics of Transportation," Chicago: 1951, P. 689, with data collected from information provided by the ICC.

Railway Express

In-transit time to several representative points is as follows:

Birmingham, Alabama	2nd day delivery
Chicago, Illinois	3rd " "
Louisville, Kentucky	2nd " "
Memphis, Tennessee	2nd " "
Miami, Florida	2nd " "
New Orleans, Louisiana	2nd " "
New York, New York	3rd " "
St. Louis, Missouri	3rd " "
Washington, D. C.	2nd " "

Major Highways

The following highways serve Valdosta:

U.S. 41, North-South
U.S. 221, North-South
U.S. 84, East-West
State Routes, 125 and 94

Valdosta will be on the new four lane federal limited access highway system. Survey work in the county for this route has been completed. Work is also progressing on a new route to Jacksonville, Florida, which when completed will provide a through route from Jacksonville to Birmingham.

ADDITIONAL TRANSPORT FACILITIES

Commercial Airlines

Valdosta also has air and bus transport facilities.

There are two commercial scheduled carriers--National Airlines and Southern Airways.

National Airlines--East bound to Jacksonville, Florida thence to Miami, Cuba, South America, North to Savannah, Charlotte, Richmond, Washington, Baltimore, New York and Boston; West bound to Tallahassee, New Orleans, Dallas, Los Angeles and San Francisco.

Southern Airways--East bound to Jacksonville, Florida, with connections on Eastern, Delta and National Airlines. North to Atlanta, with in-line connections to Charlotte, North Carolina; Memphis, Tennessee; Mobile, Alabama; Jackson, Mississippi; Gulfport, Mississippi; and other southeastern cities in Georgia, the Carolinas, Tennessee, Alabama, Mississippi, Louisiana and Florida, along the route. Line changes in Atlanta with Capitol, Delta and Eastern Airlines.

A \$350,000 administration building built in 1955 serves the two airlines and a local CAA office.

Hangar and Other Facilities

Hangar and servicing facilities for privately owned planes are available. Charter service is provided.

Bus Lines

Two common carriers, Greyhound and Trailways operate express and local schedules, serving Valdosta with 14 daily arrivals and departures to any and all points.